



Item No. 11.1.1
Halifax Regional Council
February 11, 2014

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY:

Original signed by 

Richard Butts, Chief Administrative Officer

Original Signed by 

Mike Labrecque, Deputy Chief Administrative Officer

DATE: February 11, 2014

SUBJECT: **RFP No. 13-319, Design-Build, Woodside Pontoon Replacement Project**

ORIGIN

The approved 2013/14 Project Budget for Pontoon Rehabilitation.

LEGISLATIVE AUTHORITY

Under the HRM Charter, Section 79 Halifax Regional Council may expend money for municipal purposes. Administrative Order #35, the Procurement Policy, requires Council to approve the award of contracts for sole sources exceeding \$50,000 or \$500,000 for tenders and RFP's.

The following report conforms to the above Policy and Charter.

RECOMMENDATION

It is recommended that Halifax Regional Council award RFP No. 13-319 for the Woodside Pontoon Replacement Project to the highest scoring proponent, Waterworks Construction Ltd., for a Price of \$3,439,978 (net HST included) with funding from Project No. CBX01171 – Ferry Terminal Pontoon Protection, as outlined in the Financial Implications section of this report.

BACKGROUND

The pontoons and adjoining ramps at Metro Transit's ferry terminals were constructed in 1978 (Alderney and Halifax) and 1986 (Woodside). A planned and corrective maintenance program has been implemented in order to maintain these structures in a State of Good Repair and preserve their economic lifespan.

Corrective maintenance activities include steelwork, electrical work, repair and replacement of interior and exterior coatings, repairs to the cathodic protection systems, and safety improvements at all three terminals.

Major corrective maintenance activities at the Alderney and Halifax terminals have been completed. While essential corrective maintenance activities have been implemented at the Woodside terminal, recent surveys and a Cost Benefit Analysis suggest the pontoon should be replaced in the near term as the degradation to the hull plating is significant and a repair effort would not be economical; further, repairs would require the pontoon to be removed from the water, putting the Woodside Ferry Terminal out of service for approximately two months. Replacement of the pontoon would have a relatively minimal impact on service and is therefore deemed the best option.

DISCUSSION

Terms of reference setting out the scope of work were prepared and a Design –Build Request for Proposal was issued and posted to the Province of Nova Scotia's Procurement website on September 17, 2013 and closed on November 26, 2013. A mandatory Bidder meeting was held on September 24, 2013. Proposals were received from the following firms that attended the Mandatory meeting:

McNally Construction Ltd.
JR MacIsaac Construction Ltd
Waterworks Construction Ltd

A team consisting of staff from Ferry Operations and SWR, facilitated by Procurement, evaluated the proposals based on the criteria listed in Appendix B - Evaluation Scorecard. The RFP was scored using a two envelope system. Envelope one (1) was the technical component of the RFP (Capability, Work Plan, Methodology). Envelope two (2) was the financial component of the RFP. Only those proponents that received seventy-five (75%) or greater (52.5 points out of 70 points) from envelope one had their second envelope opened and evaluated.

After the completion of the envelope one process, two firms met the minimum technical score to advance. JR MacIsaac Construction Ltd. did not have their cost envelopes opened as they did not meet the minimum technical requirement of the RFP. The final scoring is attached as Appendix B - Proposal Evaluation Scorecard.

The final Scoring of the two proponents that met the technical score is as follows:

Proponent	Score(Max 100)
Waterworks Construction Ltd*	92.5
McNally Construction Ltd.	80.58

***Recommended Proponent**

Waterworks Construction Ltd technical proposal was determined to be superior with respect to the evaluation criteria noted in Appendix B.

The scope of work for this RFP includes design, construction, fit out and commissioning of a new pontoon for the Woodside Ferry Terminal.

If this award is approved, Waterworks Construction Ltd. will commence work on notification of award, with an anticipated completion date of October 1, 2014.

FINANCIAL IMPLICATIONS

Based on the proposal price of \$3,298,600 plus net HST of \$141,378 for a total cost of \$3,439,978, funding is available in the Approved 2013/14 Project Budget from Project Account No. CBX01171 – Ferry Terminal Pontoon Protection. Budget availability has been confirmed by Finance.

Budget Summary: **Project No. CBX01171 – Ferry Terminal Pontoon Protection**

Cumulative Unspent Budget	\$3,523,021.26
Less: RFP 13-319	<u>\$3,439,978.00</u> (Net HST Inc)
Balance	\$ 83,043.26

The balance of funds will be used for ongoing maintenance of pontoons.

The cost of this project was originally estimated at \$2,800,000.

ENVIRONMENTAL IMPLICATIONS

There are no anticipated environmental implications. The currently fitted pontoon will be towed to a contractor facility and cut up for recycling of the steel and other materials.

ALTERNATIVES

Council could choose not to proceed with the Woodside Ferry Terminal Replacement Project or defer the work. However, this would prohibit or postpone the corrective maintenance work deemed necessary for this facility.

ATTACHMENTS

Appendix A – Evaluation Criteria
Attachment 1 – Pontoon Isometric

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by:

Glen Bannon, Manager, Transit Operations

Metro Transit Review:

Eddie Robar, Director, Metro Transit, (490-6720)

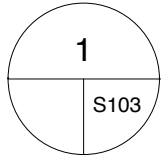
Procurement Review:

Anne Feist, Manager, Procurement (490-4200)

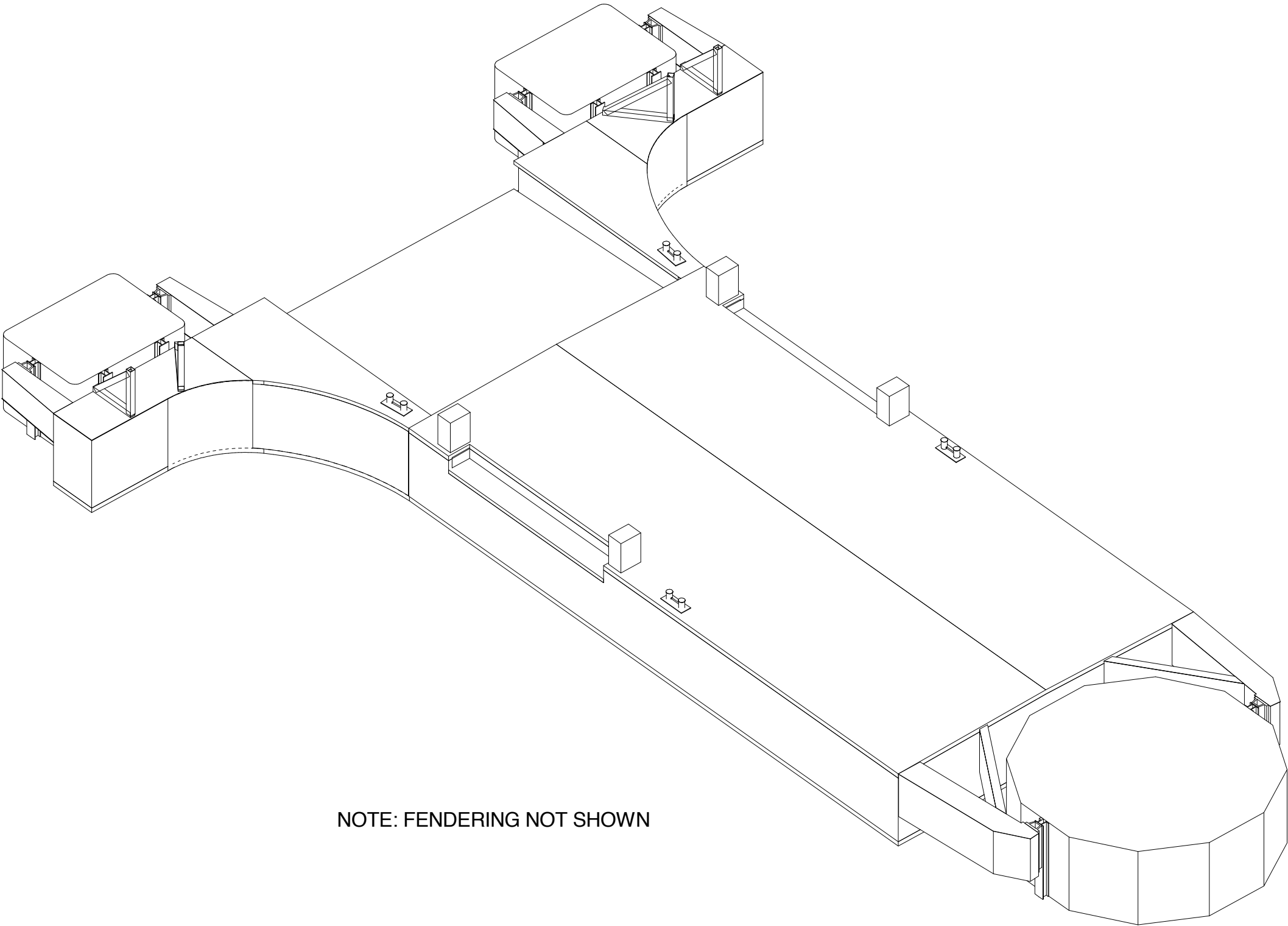
RFP 13-319 DESIGN-BUILD WOODSIDE FERRY TERMINAL PONTOON REPLACEMENT PROJECT					
Evaluation Criteria Appendix A					
	Criteria	Summary	Possible Points	Waterworks Construction Ltd. *	McNally Construction Ltd
(a)	Construction and Related Experience	<ul style="list-style-type: none"> • Ability to organize and work with consultants, sub-trades and suppliers. • References from past five (5) projects of similar size, scope and magnitude. • Qualifications and expertise of team members. • Demonstrated design-build partnering experience on similar projects . 	25	22	22
(b)	Methodology and Approach	• Methodology and approach to managing: A: Budget	30	27.5	19.5
		B: Schedule			
		C: Quality			
		D: Rationale and approach to the planning/design process			
		E: Stakeholder consultation approach			
(c)	Work Plan & Schedule	A detailed work plan outlining effective project management. The work plan must demonstrate how the successful proponent plans to meet the substantial performance	15	13	12
	Subtotal (Technical Proposal)	52.5 pts = pass	70	62.5	53.5
(d)	Cost:	Points For Cost	30	30	27.08
		Cost net Taxes		\$3,298,600.00	\$3,620,000.00
		Cost with Net Hst		\$3,439,978.00	\$3,775,153.20
(e)	Administrative and Legal Requirements POINTS MAY BE DEDUCTED	<ul style="list-style-type: none"> • Business registration information &/or plan have been included • No or minimal alterations to standard contract have been requested (Section 2.10) • Proposal format reflects substantial adherence to instructions provided 	0 But Point may Be Deducted	0	0
Total Score				92.5	80.58

***Recommended**

****McNally'** cost proposal would have an additional cost of approximately \$109,600 before taxes added to their above cost to reflect clarifications to scope of work.



PONTOON ISOMETRIC



NOTE: FENDERING NOT SHOWN



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